

**FILE NUMBER:** Z212-181(OA) **DATE FILED:** February 8, 2022

**LOCATION:** Between Wayne Street and Parkview Avenue at the terminus of Gurley Avenue

**COUNCIL DISTRICT:** 2

**SIZE OF REQUEST:** ±1.36 acres **CENSUS TRACT:** 0012.04

---

**REPRESENTATIVE:** Michael R. Coker

**APPLICANT/  
OWNER:** Lumin Education Inc.

**REQUEST:** An application for the renewal of Specific Use Permit No. 918 for a private school and a day care center on property zoned Planned Development District No.134.

**SUMMARY:** The applicant proposes to continue the operation of a private school and a daycare facility. [Lumin School]

**CPC RECOMMENDATION:** **Approval** for a five-year period, subject to a traffic management plan and conditions

**STAFF RECOMMENDATION:** **Approval** for a twenty-year period with eligibility for automatic renewals for additional twenty-year periods, subject to a traffic management plan and conditions.

**PLANNED DEVELOPMENT DISTRICT No. 134:**

<https://dallascityhall.com/departments/city-attorney/pages/articles-data.aspx?pd=134>

**BACKGROUND INFORMATION:**

- On November 13, 1996, City Council approved Specific Use Permit No. 918 to allow a private school and day care center uses for a 20-year period. On May 22, 2002, City Council renewed and approved an amendment to the site plan and conditions of Specific Use Permit No 918 that increase the size of the school/ day care center campus.
- The Dallas Development Code currently provides that applications for automatic renewal must be filed after the 180th but before 120th day before the expiration of the current specific use permit period. The application to renew was submitted after this window, hence the applicant is now seeking to renew this SUP through recommendation of CPC to City Council.

**Zoning History:** There have been two zoning change requests in the vicinity within the last five years.

**1. Z178-250:** On Wednesday, April 28, 2021, the City Council approved your application to amend Planned Development District No. 539 for CR Community Retail District uses to allow MU-1 Mixed Use District uses with consideration given for a Specific Use Permit for group residential use in addition to the Planned Development District amendment located at the southeast corner of Graham Avenue and Philip Avenue.

**2. Z201-164:** On Wednesday, June 9, 2021, the City Council approved your application and an ordinance for a Planned Development District for R-7.5(A) Single Family District uses and a Fire Station use on property zoned an R-7.5(A) Single Family District, in an area bound by South Beacon Street, East Grand Avenue, and Winslow Avenue.

**Thoroughfares/Streets:**

Thoroughfare/Street	Type	Existing ROW
Wayne Street	Local	50 ft.
Parkview Avenue	Local	50 ft.
Gurley Avenue	Local	50 ft.

**Traffic:**

The Transportation Development Services Division of the Transportation Department has reviewed the Traffic Management Plan for the Lumin School submitted by the applicant and determined that the traffic generated by the school will not significantly impact the surrounding roadway system.

**COMPREHENSIVE PLAN:**

The *forwardDallas! Comprehensive Plan* was adopted by the City Council in June 2006, outlining several goals and policies which serve as a framework for assisting in evaluating the applicant's request. The request complies with the following land use goals and policies of the Comprehensive Plan:

**LAND USE ELEMENT****GOAL 1.1 ALIGN LAND USE STRATEGIES WITH ECONOMIC DEVELOPMENT PRIORITIES**

**Policy 1.1.5** Strengthen existing neighborhoods and promote neighborhoods' unique characteristics. Acknowledge the importance of neighborhoods to the city's long-term health and vitality.

**1.1.5.7** Ensure that neighborhoods are served by and accessible to neighborhood commercial areas, parks and open space, libraries, and schools.

**Surrounding Land Uses:**

	<b>Zoning</b>	<b>Land Use</b>
<b>Site</b>	PD No. 134	Private school and day care center
<b>North</b>	PD No. 134	Single-family
<b>East</b>	PD No. 134	Single-family
<b>South</b>	PD No. 134	Single-family
<b>West</b>	PD No. 134	Single-family

**Land Use Compatibility**

The 1.36-acre-site currently operates as a private school and day care center. The campus consists of several structures that serves as an eight-classroom private school and a 4,550 square feet day care center. Surrounding land uses consist of single-family uses to the north, east, south, and west. The applicant is requesting to renew the SUP to continue the operation of the private school and day care center. The applicant missed the auto-renewal window.

The general provisions for a Specific Use Permit in Section 51A-4.219 of the Dallas Development Code specifically state: (1) The SUP provides a means for developing certain uses in a manner in which the specific use will be consistent with the character of the neighborhood; (2) Each SUP application must be evaluated as to its probable

effect on the adjacent property and the community welfare and may be approved or denied as the findings indicate appropriate; (3) The city council shall not grant an SUP for a use except upon a finding that the use will: (A) complement or be compatible with the surrounding uses and community facilities; (B) contribute to, enhance, or promote the welfare of the area of request and adjacent properties; (C) not be detrimental to the public health, safety, or general welfare; and (D) conform in all other respects to all applicable zoning regulations and standards.

Staff is in support of the renewal for a twenty-year period with automatic renewals for additional twenty-year periods because the request is compatible with the surrounding uses and meets the above SUP general provisions. The school has been in continuous operation for over twenty years providing an educational service for the community. However, 20 years ago, we did not add a traffic management plan provision to SUPs. At the time of this remote, the TMP had been reviewed and approved by the staff senior engineer, but the conditions were pending with the applicant, senior engineer, and city attorney. Updated conditions will be presented at the briefing.

#### **Parking:**

Planned Development District No.134, states that the applicable requirement for off-street parking should comply with Chapter 51. Sec. 51.204 (d) states that a day care center use requires one space for each 500 square feet. In addition, Sec. 51.207 (1) states that a school or private school use requires one and one-half spaces for each kindergarten/elementary school classroom, three and one-half spaces for each junior high/middle school classroom; and nine and one-half spaces for each senior high school classroom. The site requires 12 spaces for the school use and nine spaces for the day care center. Overall, 21 parking spaces are required and per the submitted site plan, the site provides 23 total parking spaces for these uses.

#### **Landscaping**

The chief arborist states that the landscape plan is typical where we have an existing plan of mature trees throughout the property. In general, the landscaping appears as it does on the plan, with some fringe plantings for enhancement, but there are some trees that are now missing. However, the overall effect of the landscape plan meets with the spirit and intent of the existing plan.

#### **Market Value Analysis**

Market Value Analysis (MVA), is a tool to aid residents and policymakers in understanding the elements of their local residential real estate markets. It is an

objective, data-driven tool built on local administrative data and validated with local experts. The analysis was prepared for the City of Dallas by The Reinvestment Fund. Public officials and private actors can use the MVA to target intervention strategies more precisely in weak markets and support sustainable growth in stronger markets. The MVA identifies nine market types (A through I) on a spectrum of residential market strength or weakness. As illustrated in the attached MVA map, the colors range from purple representing the strongest markets to orange, representing the weakest markets. While the area of request is not categorized as being within an MVA cluster, surrounding properties to the north, east, south, and west is located within an “G” Category.

**CPC ACTION**  
**June 16, 2022**

**Motion:** It was moved to recommend **approval** of a renewal of Specific Use Permit No. 918 for a private school and a day care center for a five-year period, subject to traffic management plan and staff's recommended conditions; as briefed, with the following added conditions: 1) time limit of 5 years without automatic renewal and 2) in the Traffic Management Plan, delete queue on Parkview Avenue, and delete second sentence in note 1 of report [Exhibit 1] on property zoned Planned Development District No.134, between Wayne Street and Parkview Avenue at the terminus of Gurley Avenue.

Maker: Hampton  
Second: Carpenter  
Result: Carried: 12 to 1

For: 12 - Popken, Hampton, Anderson, Shidid,  
Carpenter, Blair, Jung, Gibson, Haqq,  
Stanard, Kingston, Rubin

Against: 1 - Housewright  
Absent: 1 - Vann  
Vacancy: 1 - District 3

**Notices:** Area: 300 Mailed: 82  
**Replies:** For: 1 Against: 1

**Speakers:** For: Terry Ford, 9034 San Leandro Dr., Dallas, TX, 75218  
Michael Coker, 3111 Canton St., Dallas, TX, 75226  
Against: None  
Staff: David Nevarez, Sr. Traffic Engineer, Development

**LIST OF OFFICERS**

**LUMIN EDUCATION**

Tamera Ripperda – Director, Exempt Organization

**CPC RECOMMENDED  
SUP NO. 918 CONDITIONS**

1. SITE PLAN/LANDSCAPE PLAN: Use of the Property must comply with the attached site/landscape plan.
2. LANDSCAPING: Landscaping must be provided as shown on the attached site/landscape plan. Landscaping must be completed in accordance with Article X of the Dallas Development Code, as amended.
3. USES: The only uses authorized by this specific use permit are a Private school and a Day care center.
4. PARKING: Off-street parking must be provided in accordance with the Dallas Development Code, with not less than 23 off-street parking spaces located as shown on the attached site/landscape plan.
5. INDOOR FLOOR AREA: A minimum of 50 square feet of indoor floor area must be provided for each child in attendance.
6. OUTDOOR PLAY AREA: A minimum of 100 square feet must be provided for each child in the play area. The outdoor play area must be located as shown on the attached site /landscape plan.
7. FENCING: The outdoor play area must be enclosed by a minimum four-foot-high fence, as shown on the attached site/landscape plan.

**Staff Recommendation**

8. TIME LIMIT:

This specific use permit ~~expires on May 5, 2022~~ [20 years from the date of this ordinance] and is eligible for automatic renewal for additional 20-year periods pursuant to Section 51-4.219 of CHAPTER 51 "PART I OF THE DALLAS DEVELOPMENT CODE," of the Dallas City Code, as amended. For automatic renewal to occur, the property owner must file a complete application for automatic renewal with the director before the expiration of the current period. Failure to timely file a complete application will render this specific use permit ineligible for automatic renewal. (Note: The Code currently provides that applications for automatic renewal must be filed after the 180th but before 120th day before the expiration of the current specific use permit period. The property owner is responsible for checking the Code for possible revisions to this provision. The deadline for applications for automatic renewal is strictly enforced.)



**CPC Recommendation**

8. **TIME LIMIT:**

A five-year period, subject to traffic management plan and staff's recommended conditions; with the following added conditions: 1) time limit of 5 years without automatic renewal and 2) in the Traffic Management Plan, delete queue on Parkview Avenue, and delete second sentence in note 1 of report [Exhibit 1] on property zoned Planned Development District No.134, between Wayne Street and Parkview Avenue at the terminus of Gurley Avenue.

9. **HOURS OF OPERATION:** The hours of operation[s] are limited to the hours between 6:00 a.m. and 6:30 p.m., Monday through Friday.
10. **INGRESS-EGRESS:** Ingress and egress must be provided as shown on the attached site /landscape plan.
11. **CLASSROOMS:** The maximum number of classrooms is nine.
12. **MAINTENANCE:** The Property must be properly maintained in a state of good repair and neat appearance.
13. **GENERAL REQUIREMENTS:** Use of the Property must comply with all federal and state laws and regulations, and with all ordinances, rules, and regulations of the City of Dallas."

**14. TRAFFIC MANAGEMENT PLAN:**

**A. In general. The Private school and a Day care center must comply with the attached traffic management plan.**

**B. Queuing. Queuing is only permitted inside the Property. Student drop-off and pick-up are not permitted within city rights-of-way.**

**C. Traffic study.**

**i. The Property owner or operator shall prepare a traffic study evaluating the sufficiency of the traffic management plan. The initial traffic study must be submitted to the director by November 1, 2023. After the initial traffic study, the Property owner or operator shall submit bi-annual updates of the traffic study to the director by November 1st of each odd-numbered year.**

**ii. The traffic study must be in writing, performed by a licensed engineer, based on a minimum of four samples taken on different school days at different times over a two-week period, and must**

contain an analysis of the following:

aa. ingress and egress points.

bb. queue lengths.

cc. number and location of personnel assisting with loading and unloading of students.

dd. drop-off and pick-up locations.

ee. drop-off and pick-up hours for each grade level.

ff. hours for each grade level; and

gg. circulation.

iii. Within 30 days after submission of a traffic study, the director shall determine if the current traffic management plan is sufficient.

aa. If the director determines that the current traffic management plan is sufficient, the director shall notify the applicant in writing.

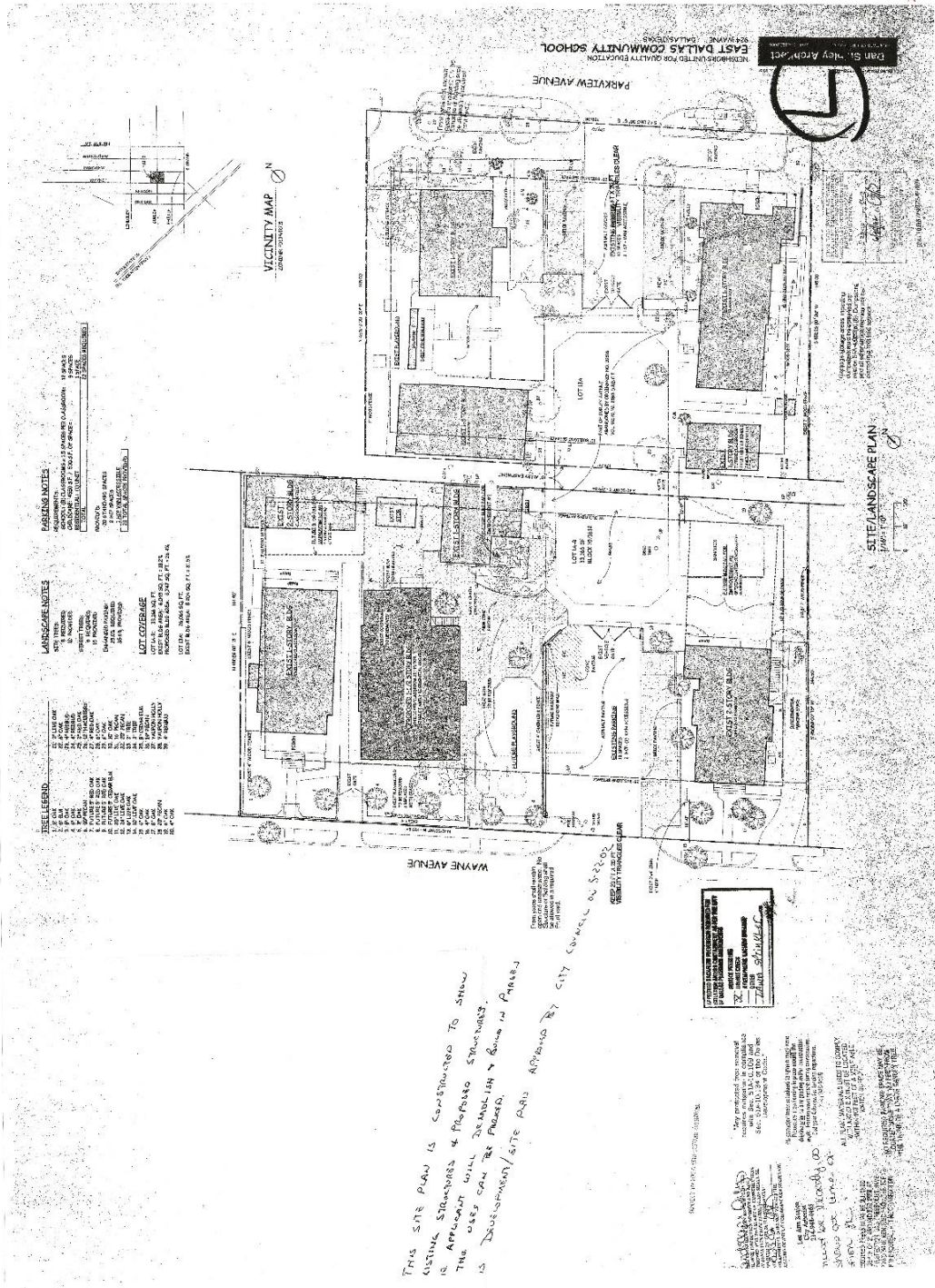
bb. If the director determines that the current traffic management plan results in traffic hazards or traffic congestion, the director shall require the Property owner to submit an amended traffic management plan. If the Property owner fails to submit an amended traffic management plan within 30 days, the director shall notify the city plan commission.

D. Amendment process.

i. A traffic management plan may be amended using minor plan amendment fee and public hearing process in Section 51A-1.105(k)(3) of Chapter 51A of the Dallas City Code, as amended.

ii. The city plan commission shall authorize changes in a traffic management plan if the proposed amendments improve queuing or traffic circulation, eliminate traffic hazards, or decrease traffic congestion.

# EXISTING SITE PLAN/LANDSCAPE PLAN No changes



**CPC RECOMMENDED  
TRAFFIC MANAGEMENT PLAN**



**East Dallas Community School**  
924 Wayne Street  
Dallas, Texas 75223

***Traffic Management Plan***

## **INTRODUCTION**

East Dallas Community School, a non-profit school, has been in operation at the subject site for forty-three (43) years. The current enrollment is 79 students in Grades PreK-3<sup>rd</sup>. The school is currently operating under the regulations provided in PDD 134, Subarea A with a Specific Use Permit for a private school and a day care center (SUP No. 918). By consent of the Traffic Management Plan submittal, the school is agreeing to the strategies presented herein for which the school will be held self-accountable until and unless the City of Dallas deems further measures are appropriate.

## **TRAFFIC MANAGEMENT PLAN**

A TMP is important to safely achieve an optimum level of traffic flow and circulation during peak traffic periods associated with student drop-off and pick-up. By properly managing the vehicular traffic generated during critical periods, the safety and efficiency of other modes of travel – including walking – will also inherently improve, and the operational impact on the public street system should also be minimized. The TMP should not be considered a comprehensive set of instructions to ensure adequate safety; however, it should be used as a tool to facilitate a safer and more efficient environment.

The analysis summarized below utilizes the school site plan shown on **Exhibit 2** to evaluate aspects such as passenger loading/unloading and vehicle queuing (i.e. stacking) that occur at the school in order to accommodate the observed peak demands within the site. A concerted effort and full participation by the school administration, staff, students, and parent are encouraged to provide and maintain safe and efficient traffic operations. [NOTE: In this report the term “parent” refers to any parent, family member, legal guardian, or other individual who is involved in the pick-up or drop-off of one or more students at the school.]

### ***School Operational Characteristics***

Table 1 summarizes the known operational characteristics for East Dallas Community School assumed in this analysis:

***Table 1. School Operational Characteristics***

	<b>Existing Conditions</b>	<b>Proposed Conditions</b>
Enrollment (by grade):	PreKindergarten – 38 students Kindergarten – 16 students 1 <sup>st</sup> Grade – 9 students 2 <sup>nd</sup> Grade – 8 students 3 <sup>rd</sup> Grade – 8 students  Total (all grades): 79 students	Childcare – 12 Students PreKindergarten – 38 students Kindergarten – 16 students 1 <sup>st</sup> Grade – 9 students 2 <sup>nd</sup> Grade – 8 students 3 <sup>rd</sup> Grade – 8 students  Total (all grades): 79 students plus 12 childcare students
Daily Start/End Schedule:	Grades PreK-K: >Arrival: 7:50 - 8:10 AM (Optional Before School Care: 7:00 AM, all grades) >End: 3:00 PM (Optional After School Care: 3:00 PM – 6:00 PM, all grades)	Childcare: >Arrival: 8:00 AM >End: 2:30 PM Grades PreK-K: >Arrival: 7:50 - 8:10 AM

	Grades K-3 <sup>rd</sup> : >Arrival: 7:50 – 8:10 AM (Optional Before School Care: 7:00 AM, all grades) >End: 3:30 PM (Optional After School Care: 3:30 PM – 6:00 PM, all grades)	(Optional Before School Care: 7:00 AM, all grades) >End: 3:00 PM (Optional After School Care: 3:00 PM – 6:00 PM, all grades) Grades K-3 <sup>rd</sup> : >Arrival: 7:50 – 8:10 AM (Optional Before School Care: 7:00 AM, all grades) >End: 3:30 PM (Optional After School Care: 3:30 PM – 6:00 PM, all grades)
Number of Students Travelling by Mode Other Than Drop-off/Pick-up:	By Walking: ≈ 10%	<b>No Change</b>

NOTE 1: To the highest degree practical, the accounts of existing conditions presented in this report were based upon actual on-site observations conducted during typical school day(s) conditions.

NOTE 2: Occasional functions or other events may be held at the school, which generate traffic outside of the traditional peak drop-off and pick-up periods. While some of the measure presented in this report may be applicable in such cases, traffic characteristics other than those directly associated with the primary drop-off and pick-up periods are not the subject of this analysis.

### ***Existing Traffic Conditions***

The subject site has frontage on two streets: Wayne Street and Parkview Avenue. Both Wayne and Parkview are low-volume residential streets with a street width of approximately thirty (30) feet. School zones currently exist on both streets. Gurley Avenue previously continued through the site, but the segment of Gurley Street between Wayne and Parkview was previously abandoned and is now part of the campus. Small parking lots used for faculty/staff parking now exist on the former right-of-way.

Drop-off and pick-up for the PreK through 3<sup>rd</sup> grade Before and After school program occurs along the curb in front of the school on Wayne Street. The remainder of students are dropped-off and picked-up on the Parkview side of campus. Along Parkview a small traffic lane is provided within the site which accommodates the drop-off and pick-up of students in Grades PreK through 3<sup>rd</sup>. Some parents also park in the available parking lots on-site and walk their children to school. It is important to note that the student drop-off and pick-up times are staggered and spread out between 7:00 – 8:00 AM and 3:00 – 6:00 PM.

Based on observations during typical school-day conditions, the peak number of parent-vehicles on site during the various morning drop-off and afternoon pick-up periods was quantified. The vehicle accumulation count includes all vehicles in queue, or parked on- and off-campus.

Assuming that the number of vehicles generated during the afternoon pick-up period is directly proportional to the number of students enrolled, the peak queue for the future conditions at full occupancy can be estimated. A summary of the peak number of vehicles is provided in Table 2.



**Table 2. Peak Vehicles Parked and In Queue During Afternoon Pick-Up Period**

	Existing Conditions (Observed)	Proposed Conditions
Peak Number of On-Street Vehicles on Wayne Street	Approximately five parent vehicles	No Change
Peak Number of On-Street Vehicles on Parkview Avenue	Approximately seven parent vehicles	No Change

**Recommendations**

The subject site is extremely constrained by the physical size of the campus. Out of necessity, some loading and unloading of students must occur in the public right-of-way in the immediate vicinity of the school. No significant increase in on-site vehicle capacity is achievable and the status quo conditions will continue to function.

To minimize liabilities, no persons other than deputized officers of the law should engage or attempt to influence traffic operations in the public right-of-way.

To the extent practical (on Parkview Avenue), loading and unloading of students should occur within the on-site drive lane. The school should strive to efficiently, yet safely, process as many vehicles as practical within the site and utilize the on-site drive lane to the optimum potential. When on-street loading/unloading and/or queuing/standing is necessary, vehicles should utilize the curbside along the school's street frontage to the extent practical. Also see **Exhibit 1** – Traffic Circulation Plan.

In order to minimize the vehicular impact to the local streets, the school should continue utilizing staggered schedules and distributing the number of students within each schedule group. The school should, on an on-going basis, encourage parents to:

Always exercise caution when loading or unloading students within the public right-of-way, and when possible escort students between the vehicle and the proper location within the campus.

Always be mindful and respectful of the community surrounding the school campus and always exercise good judgment in their driving and parking habits in the vicinity of the school with the intent of minimizing negative impacts.

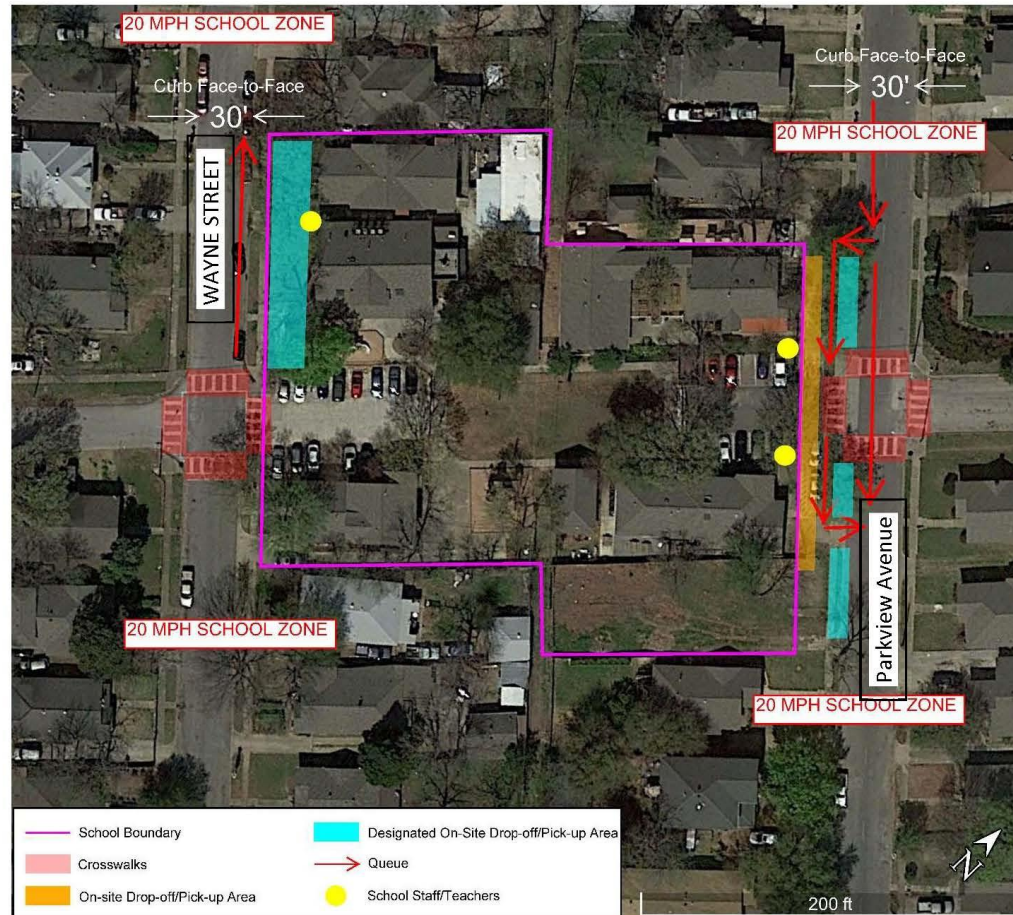
The full cooperation of all school staff members, students, and parents is crucial for the success of the Traffic Management Plan. Proper training of school staff on the duties and expectations pertaining to the Plan is recommended. Sufficient communications at the beginning of each school term (and otherwise, as needed) with students and parents on their duties and expectations is also recommended.

**Summary**

The goal of the TMP for the East Dallas Community School is to provide safe and efficient transportation of students, staff, and faculty to and from the site. Due to site constraints,

the school must continue to utilize on-street areas for loading and unloading of students to some extent. However, this is an existing condition that has been in use for the forty-three-year history of the school.



**EXHIBIT 1****Traffic Circulation Plan**

NOTE 1: This Traffic Management Plan was developed to prevent the queuing of drop-off/pick-up related vehicles within the city right-of-way. The school administration should adhere to this TMP.

NOTE 2: There are no crossing guards and/or off-duty deputized officers.

Projected Vehicle Demand at Peak	Wayne Street		Parkview Avenue	
	Queue	On-Street	Queue	On-Street
Capacity	--	5	9	13
Peak Demand	--	5	22	
Surplus	0		0	

\*NOTE: Vehicular queue in linear feet is calculated at 22 feet per passenger vehicle.

**EXHIBIT 2**

## School Site Plan




NOTE: Traffic generated by the East Dallas Community School currently utilizes Wayne Street and Parkview Avenue for a limited basis for queuing of vehicles for brief periods during the morning drop-off and afternoon pick-up times (see above site plan). However, it has been determined that the impact to local traffic is insignificant and no mitigation measures are required.

**SCHOOL TMP REVIEW AND COMMITMENT**

The school traffic management plan (TMP) for ***East Dallas Community School*** was developed with the intent of optimizing safety and efficiently accommodating vehicular traffic generated during the school's typical student drop-off and pick-up periods. A concerted effort and full participation of the school administration are essential to maintain safe and efficient traffic operations.

By consent of this submittal, the school administration hereby agrees to implement, adhere to, and support the strategies presented in this TMP for which the school is held responsible until or unless the City of Dallas deems those strategies are no longer necessary through a minor amendment.

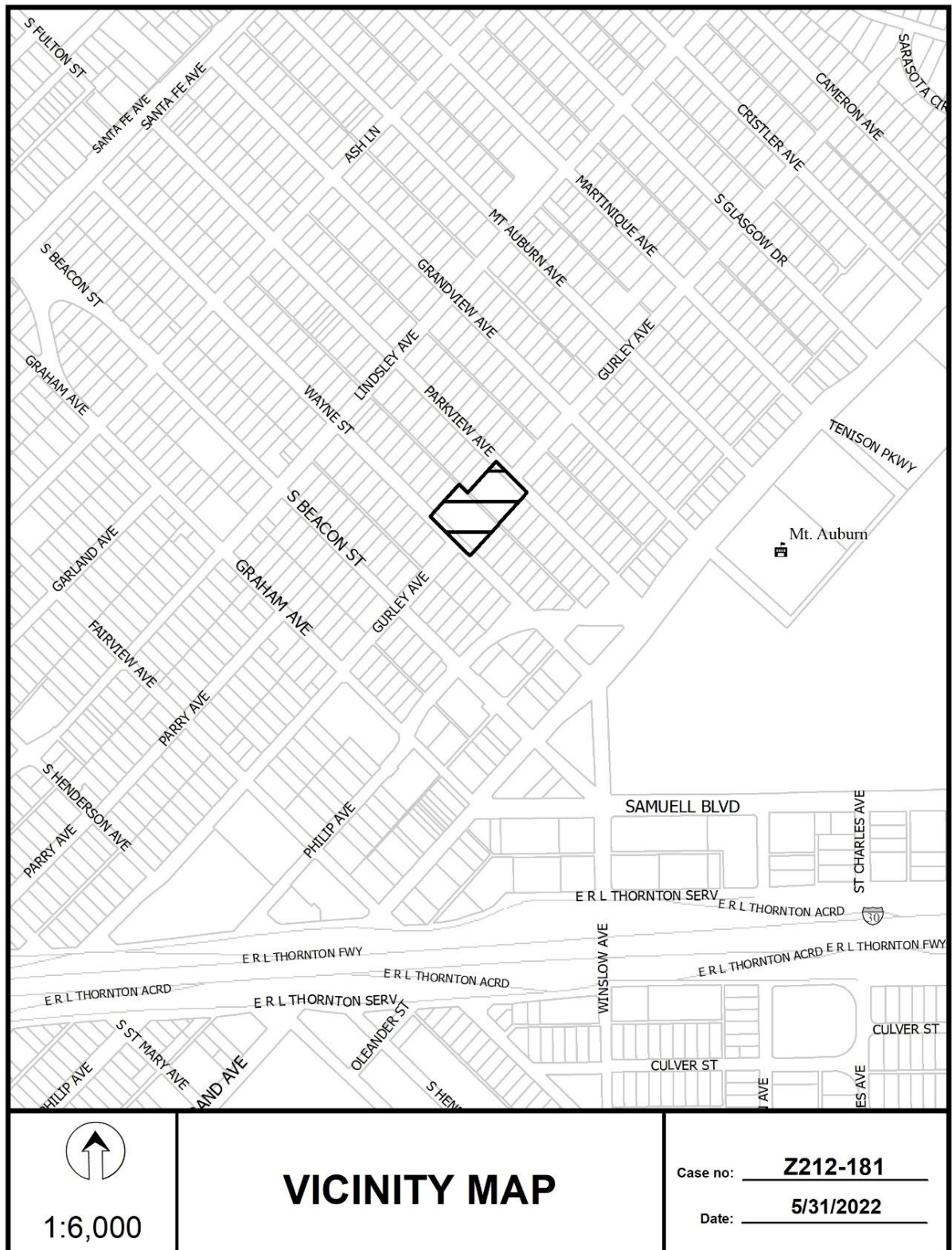
  
Signature

  
Date

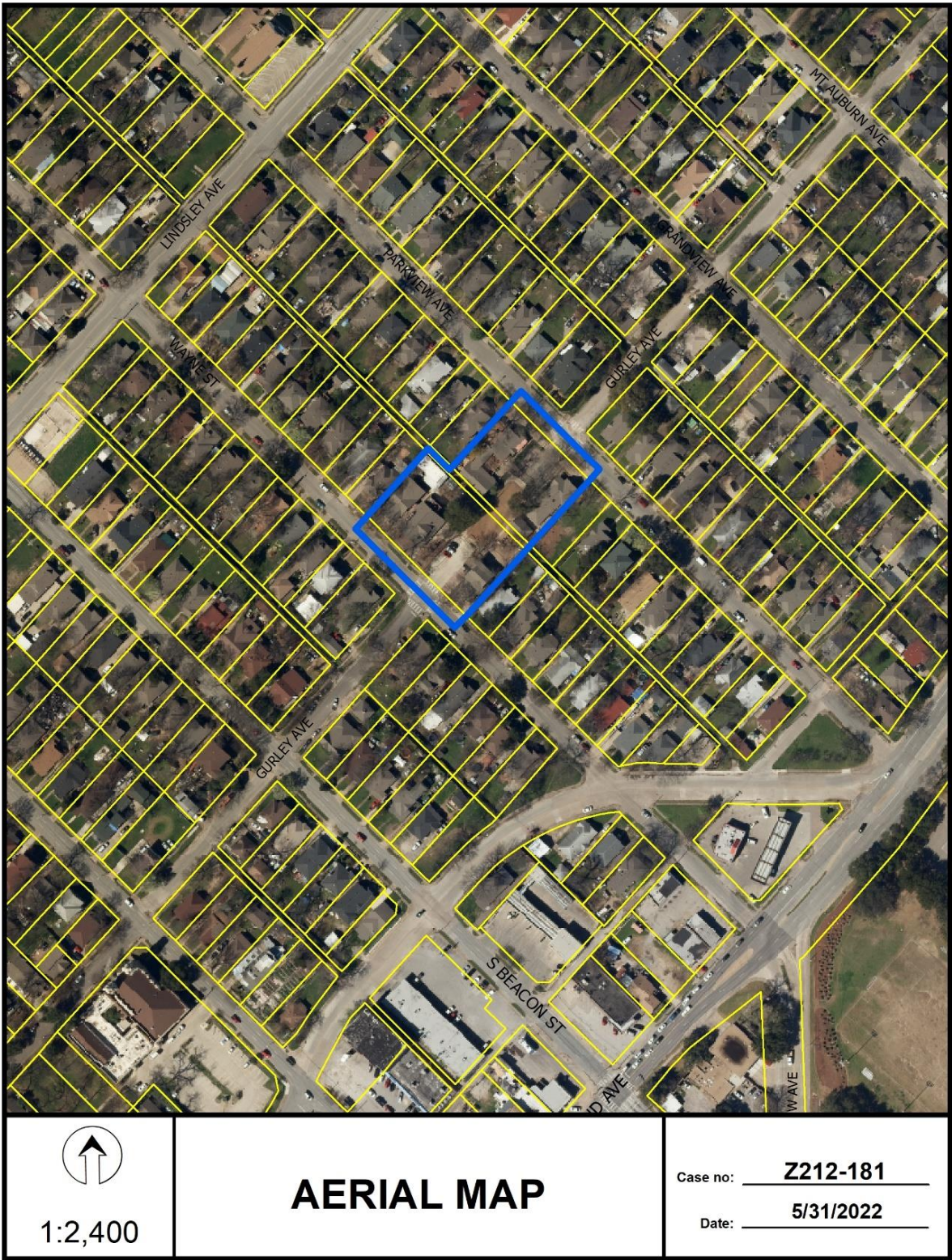
Name: Jodi Campbell  
Title: Chief Operating Officer



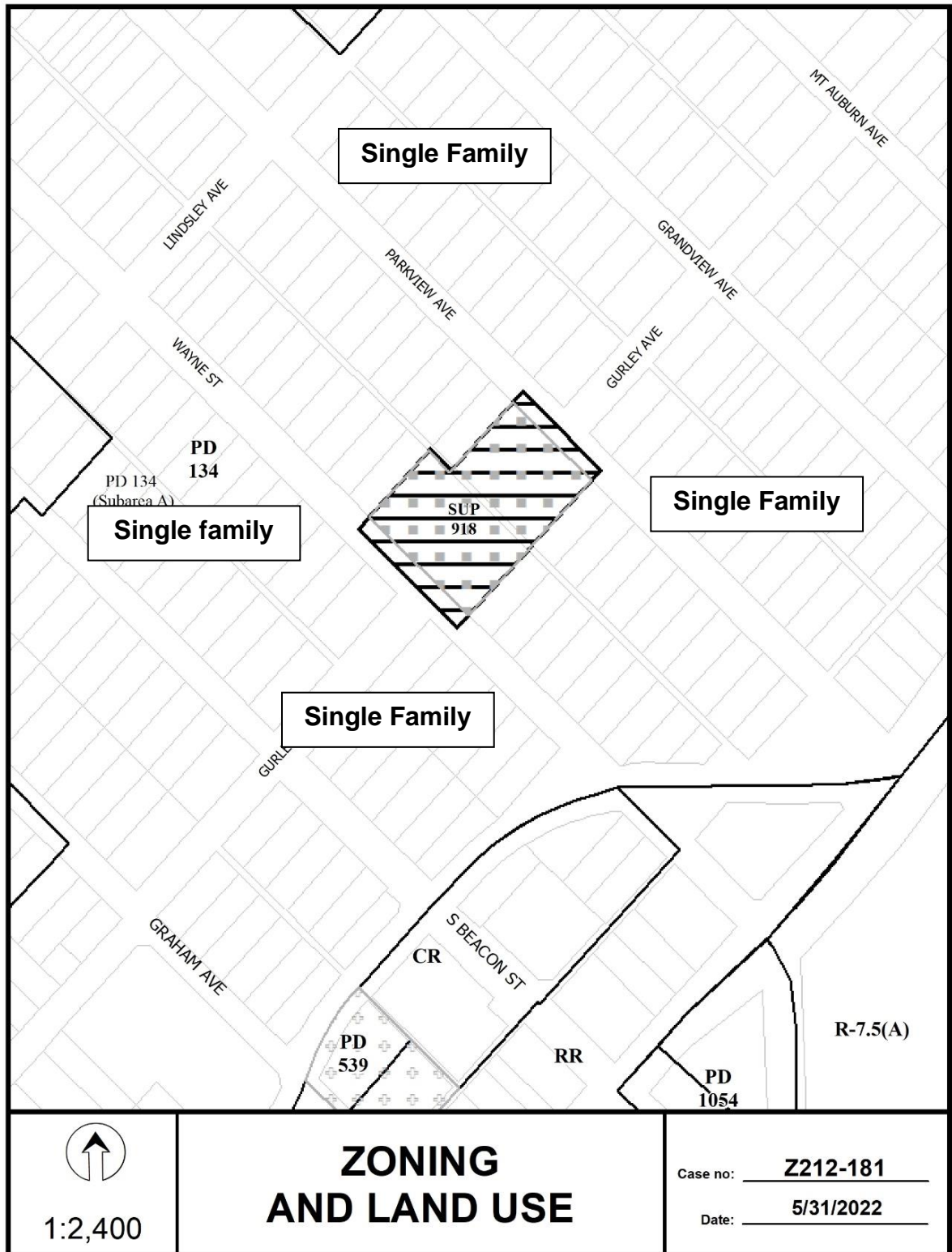
Z212-181(OA)

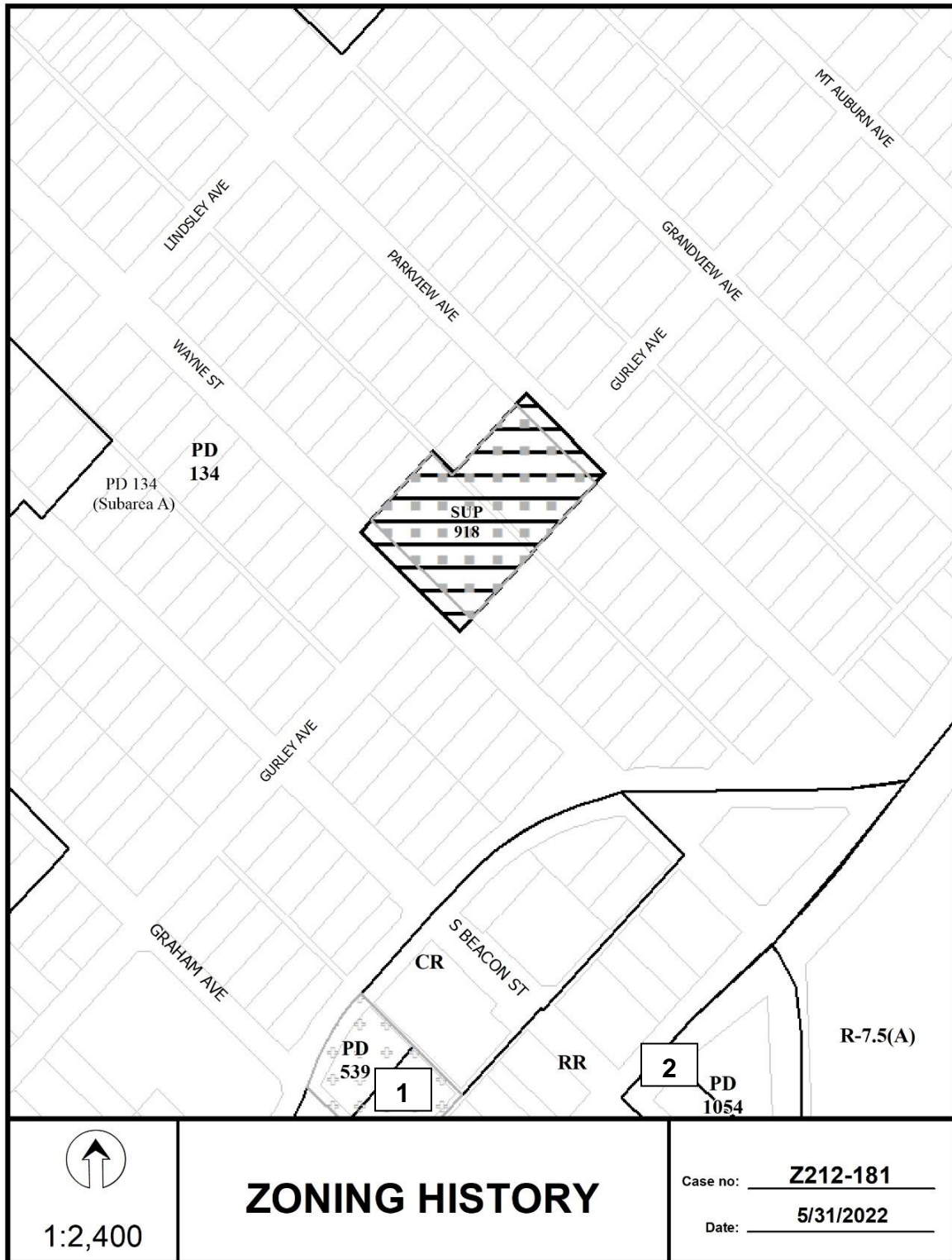




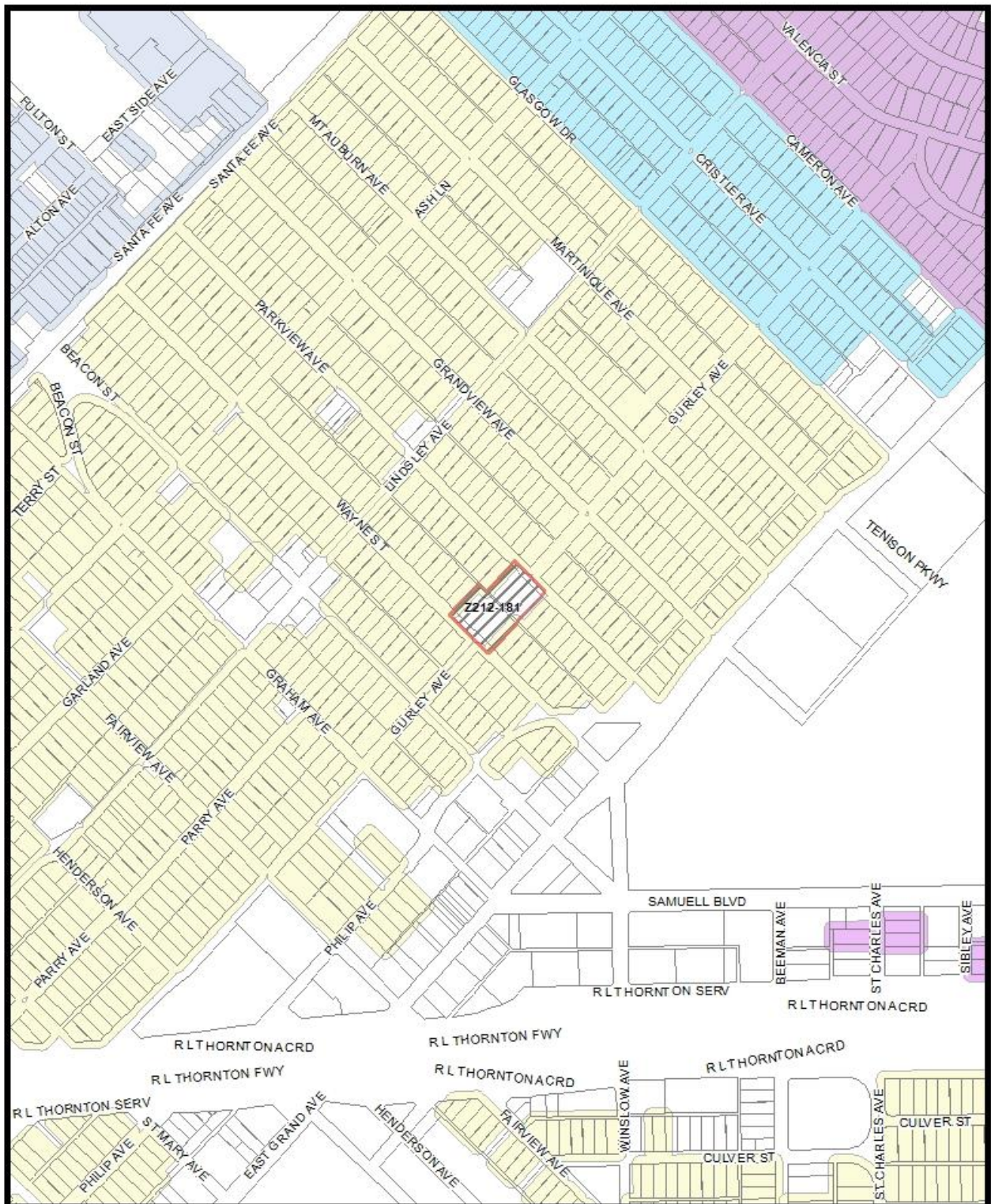












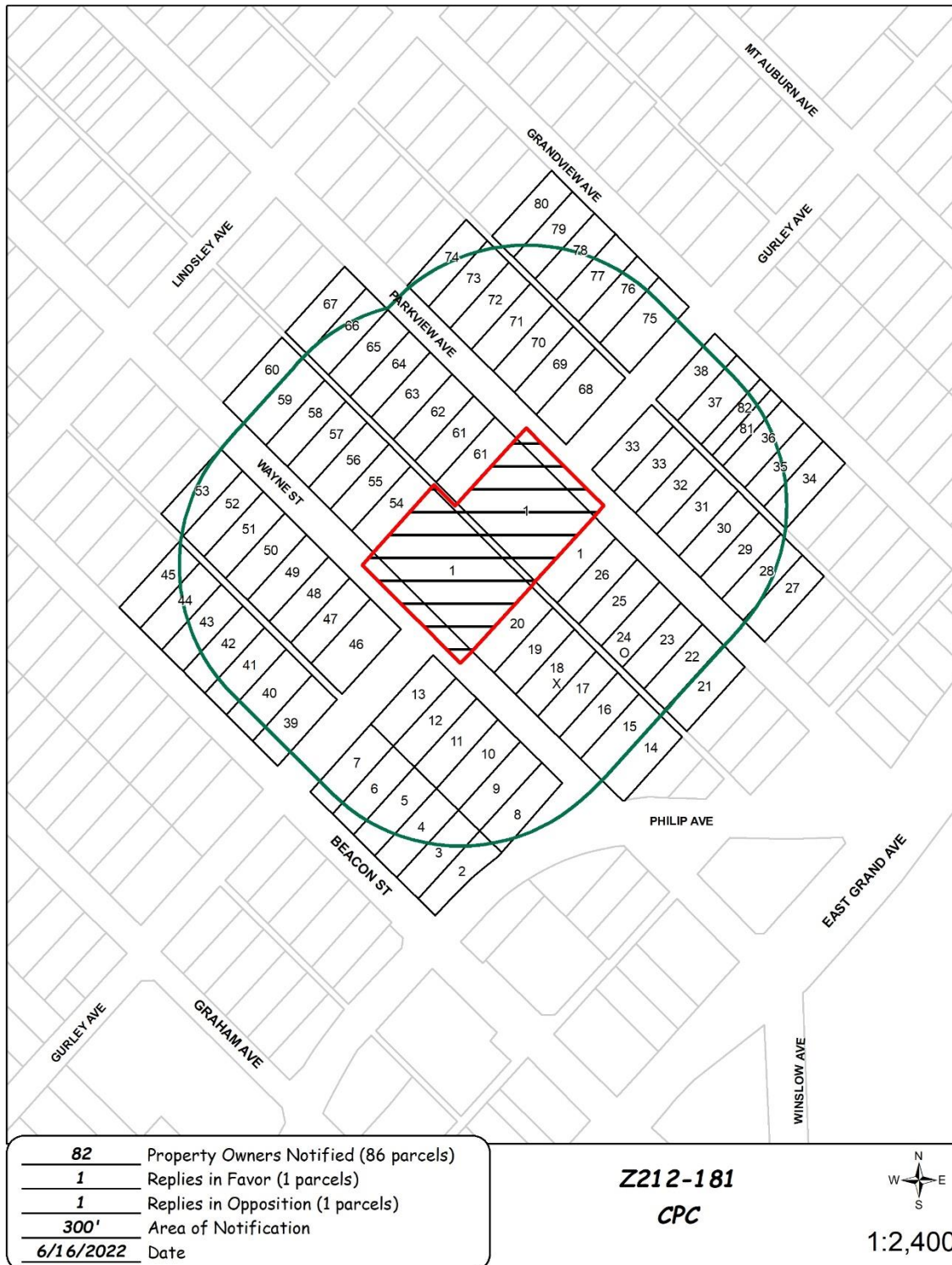
**MVAC Cluster** A B C D E F G H I NA



# Market Value Analysis

Printed Date: 5/31/2022





06/15/2022

## ***Reply List of Property Owners***

### ***Z212-181***

***82 Property Owners Notified******1 Property Owners in Favor******1 Property Owners Opposed***

<i><b>Reply</b></i>	<i><b>Label #</b></i>	<i><b>Address</b></i>	<i><b>Owner</b></i>
	1	1007 PARKVIEW AVE	NEIGHBORS UNITED FOR QUALITY EDUCATION INC
	2	1022 S BEACON ST	TOT INVESTMENTS LLC
	3	1018 S BEACON ST	HERRERA SAN JUANITA
	4	1014 S BEACON ST	GONZALES SOPHIA
	5	1010 S BEACON ST	MENDEZ FRANCISCO &
	6	1006 S BEACON ST	RUIZ ALEJO & SILVIA
	7	1004 S BEACON ST	GALVAN RAMIRO & MARIA R
	8	1023 WAYNE ST	JAMES MARIANNE B
	9	1019 WAYNE ST	ZHU BEN
	10	1015 WAYNE ST	CARDOZA GUSTAVO BASIO &
	11	1011 WAYNE ST	RAMIREZ IGNACIO &
	12	1007 WAYNE ST	TORRES RAYMUNDO &
	13	1003 WAYNE ST	LOPEZ SALVADOR & LISA
	14	1030 WAYNE ST	JIMENEZ JUAN J &
	15	1026 WAYNE ST	Taxpayer at
	16	1022 WAYNE ST	THOMAS REAGON
	17	1018 WAYNE ST	SIMMS HOLDINGS LLC
X	18	1014 WAYNE ST	HOUSTON JOYCE L
	19	1010 WAYNE ST	CASTRO AGUSTIN &
	20	1006 WAYNE ST	RICO JOSE DOLORES &
	21	1031 PARKVIEW AVE	MACEDO ALEJANDRO S &
	22	1027 PARKVIEW AVE	SANCHEZ HERMELINDA
	23	1023 PARKVIEW AVE	HERNANDEZ PERFECTO O &
O	24	1019 PARKVIEW AVE	SANCHEZ FRANCISCO C &
	25	1015 PARKVIEW AVE	KORNBLUM REBECCA
	26	1011 PARKVIEW AVE	SALDUA ELIZABETH

06/15/2022

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
27	1030	PARKVIEW AVE	WILSON CONSTRUCTION GROUP LLC
28	1026	PARKVIEW AVE	SANCHEZ MARIA A
29	1022	PARKVIEW AVE	FHIG LIMITED PARTNERSHIP
30	1018	PARKVIEW AVE	HERNANDEZ RAFAEL P &
31	1014	PARKVIEW AVE	KNIGHT EDWARD C
32	1010	PARKVIEW AVE	HERNANDEZ GLORIA &
33	1006	PARKVIEW AVE	HURLEY DENNIS
34	1023	GRANDVIEW AVE	SOSA SANTIAGO & MARGARITA CASTELLON
35	1019	GRANDVIEW AVE	CRUZ ALVARO DE LA & EDITH DE LA
36	1017	GRANDVIEW AVE	FUENTES ROBERTO &
37	1005	GRANDVIEW AVE	AVILA JESUS &
38	1001	GRANDVIEW AVE	COLIN MARIA E
39	922	S BEACON ST	FRANCIS MARIA L
40	918	S BEACON ST	COLSON TIMOTHY P
41	914	S BEACON ST	CHANEY TERESA ANN &
42	910	S BEACON ST	LOPEZ JANIE C
43	904	S BEACON ST	MARES NATALIE C
44	902	S BEACON ST	JUAREZ FLORENCIO
45	820	S BEACON ST	AVILES TONY R JR &
46	923	WAYNE ST	ORTEGA MARIO A &
47	919	WAYNE ST	OGDEN LEROY ESTATE OF
48	913	WAYNE ST	SOSA ALEJANDRO MACEDO
49	911	WAYNE ST	BENAVIDES LUCIA
50	907	WAYNE ST	BERGER TULIKA & ZEKE
51	903	WAYNE ST	ZAVALASOLIS JOANN
52	821	WAYNE ST	IYENGAR DWARAKA R & CHITRA
53	817	WAYNE ST	Taxpayer at
54	914	WAYNE ST	Taxpayer at
55	912	WAYNE ST	LOPEZ EVELIA
56	906	WAYNE ST	REDDEN MICHAEL R
57	902	WAYNE ST	SCHOENMANN ROBERT A &

06/15/2022

<i>Reply</i>	<i>Label #</i>	<i>Address</i>	<i>Owner</i>
58	820	WAYNE ST	IYENGAR DWARAKA & CHITRA
59	816	WAYNE ST	RUIZ RAMON & ELVIRA
60	812	WAYNE ST	GUZMAN EMILIANO &
61	919	PARKVIEW AVE	DIVOT LP
62	909	PARKVIEW AVE	GALIMORE ELLEN M
63	907	PARKVIEW AVE	Taxpayer at
64	903	PARKVIEW AVE	CHOU HSIAOFEN
65	825	PARKVIEW AVE	CARRIZALES ROLANDO
66	819	PARKVIEW AVE	TRAHAN CHARLES PEACE &
67	813	PARKVIEW AVE	SIMMS DAVID B
68	922	PARKVIEW AVE	FRANKS DOUGLAS KEITH
69	918	PARKVIEW AVE	HERNANDEZ CONCEPCION
70	910	PARKVIEW AVE	MENDOZA JUANA SANCHEZ &
71	906	PARKVIEW AVE	DODSON PARTNERS LLC
72	904	PARKVIEW AVE	GIRON ISRAEL & IRENE
73	902	PARKVIEW AVE	RUBIO MOISES &
74	824	PARKVIEW AVE	FLORES VIRGINIA
75	923	GRANDVIEW AVE	COLIN ROBERTO & MARIA
76	919	GRANDVIEW AVE	GOMEZ JOB &
77	915	GRANDVIEW AVE	TRESTER CHRISTINA A
78	911	GRANDVIEW AVE	PEREZ YOLANDA
79	905	GRANDVIEW AVE	FERNANDEZ RUBEN &
80	903	GRANDVIEW AVE	QUIJADA JOSE R &
81	1011	GRANDVIEW AVE	KOCH MELISSA
82	1009	GRANDVIEW AVE	PITTS MATTHEW &